GRUMMAN plane news

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'it was fabulous'

No question about it. Rear Adm. Leonard A. Snead, the F-14 project manager for the Naval Air Systems Command, was impressed. After two test flights in the Tomcat—one in the low-speed regime with Chief Test Pilot Chuck Sewell, the other at high speed with Don Evans—he came back to earth exuberant about the aircraft, exhilerated and breathless almost to the point of speechlessness.

Some of Admiral Snead's comments, taken directly from a tape-recorded debriefing session on Feb. 23 at Calverton, are:

"I've flown a lot of airplanes in my day, like 52 to be exact, reasonably good British airplanes and some French . . . but what you did in the airplane today in the low-speed regime when you stopped in the air . . . we really could have dropped down and walked back on the track and looked around. . . .

"The movies give a fairly good indication of what the airplane will do . . . but until you really ride through it and just watch and sit there and just sort of rock it back and forth with the rudders . . . it's so typically, wonderfully honest that I think the young pilots will find the airplane honest to the point that they'll really take it right on out to the edge because nothin' crazy is gonna happen. . ."

And about the high-speed flight:

"I was just kinda hangin' on . . . it was all happenin' so fast . . . you stand on the one wing and you were over on your back on the other wing before my head ever really got around . . . you just climbed right straight up . . . The performance, the power . . . everything about it . . . is just so much better than I ever would have envisioned if I hadn't come out and flown [the F-14]. . .

"I'm more firmly convinced than ever that we really do have to get several of our senior naval aviator-type

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'Wonderfully honest.' That's the way Rear Adm. L. A. (Swoose) Snead, shown here with pilot Don Evans (L) after Tomcat flight, described F-14. (Photo by Dick Sander)

Announce furloughs as F-14 work slows

One week ago today President Joe Gavin of Grumman Aerospace Corporation announced that 350 people would be placed on a three-week furlough as of Monday, March 5, pending resolution of a contract dispute on the F-14 program between the Company and the Navy.

Later in the day of Gavin's declaration, the Navy indicated that it intended to keep the Company to the original contract terms.

Grumman is now studying the letter from the Navy.

In explanation of his announcement of March 2, Gavin said: "The problem we're facing is that in certain areas work being performed on the first 86 planes has been completed and the people employed in those areas have run out of work. We are hoping that before the three-week period is up the situation will be settled and we can recall those we've placed on furlough."

Gavin also described this as "a last ditch move."

The fundamental issue is cost of the F-14—a factor that the Company has been well aware of and has frequently discussed with the Navy. In fact, at the first inkling of rising costs—costs beyond the Company's control—the Company notified the Navy. That initial warning, sent to the Defense Department, came early in the life of the program: as early as September 1969, about nine months after the contract was signed. That was brought out in the April 26, 1971, issue of Aviation Week & Space Technology:

"Grumman's position on the increased costs for the Fiscal 1972 buy had been made known to the Defense Department and elsewhere . . . both verbally and by letter. And, it had indicated as early as September, 1969, that inflation and other factors might obsolete the January, 1969, firm fixed-price contract, a final fallout from the now-discarded 'total-package' concept instituted during the tenure of former Defense Secretary Robert S. McNamara.

"The company's management raised the flag well before the increasing costs could have hit the corporation severely in order to avoid such catastrophic losses as those that have struck other defense contractors working under the fixed-price contracts in the past. Basically, according to Grumman, it wanted to make the cost increases known well before they began to impact seriously upon the company financially in order to secure its own financial health before accepting the risk of 'taking a bath' and to alert the Navy . . . that there was a problem at hand."

The article went on to say that "The Navy has recognized that cost escalations since 1969 may have made the original contract terms unrealistic, particularly in view of the inflationary spiral in the nation's economy since that time."

It was that inflationary spiral, com-

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Still a lifesaver . . .

There once was a time when seamen looked on the albatross as a bearer of ill tidings . . . but that was before the Grumman Albatross made the scene. And now, more than 20 years after its first flight at Bethpage, the Grumman Albatross is still making saves of downed airmen and others in distress at sea.

At Stuart, Fla., the men and women of Plant 77 are engaged in refitting three more HU-16B Albatrosses for the Chilean Air Force, making a total of nine that South American country has in its training/search and rescue service. This latest trio supplements the six ASW Albatrosses recently overhauled at Stuart.

Grumman purchased nine HU-16s last year from Canada; they are being overhauled and resold to other countries. Chile bought three; the first was delivered early in February. One was sold to Flying Boats, Inc., of Miami, and the remainder are being marketed.

Other work progressing at Stuart, an "international" stopover: inspection and repair of Peru's anti-submarine warfare equipment, which will eventually be reinstalled and checked out in that nation's Albatross fleet.

We add our 'welcome back' to POWs . . .

Along with millions of other Americans, Grummanites add their good wishes to returning prisoners of war, many of whom are well known in the company. At Grumman International, Vice President Ed Zolkoski received word that Capt. Fred (Bill) Franke of the Navy was one of those prisoners returned from North Vietnam. In September 1962, then Lt. Cdr. Franke was one of two Navy pilots who flew the Albatross to two height-with-payload world records.

Exploring new fields . . .

Scouts in the Grumman Explorer Post 1000 are getting an inside look at some of the problems of the future and how mankind is going about trying to improve our world. Recently, Norm Reinertsen and Abe Rubenstein of Grumman Health Systems spoke to the scouts on "Electronics in the Field of Medicine," and at an earlier meeting, Dr. Sam Bleeker, information officer of the N. Y. State Department of Environmental Conservation, talked on "Ecological Problems on Long Island."

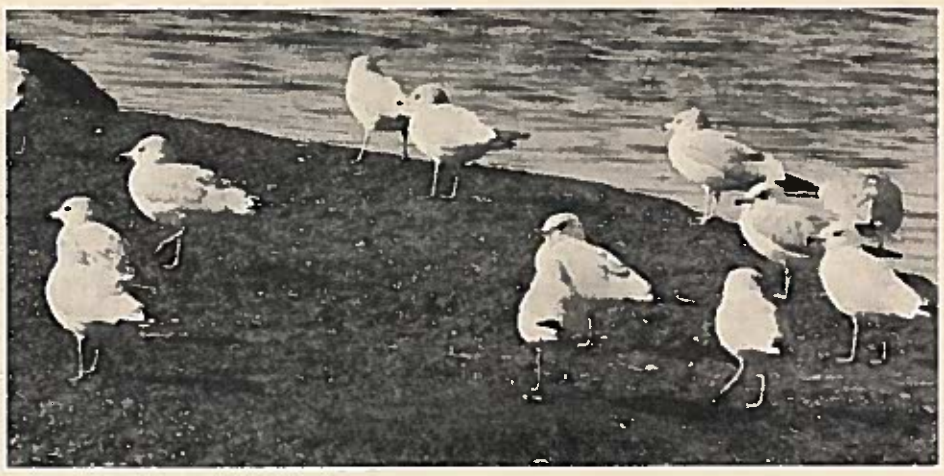
The Grumman post, formed to encourage young men and women in the field of science, meets every other Tuesday evening in the Plant 28 auditorium. For more information, call Fred Hawkins, Ext. 9764.

Getting ready, just in case

How many times does an accident or heart attack victim die because no help is immediately available? Pretty tough question to answer, but some medical people feel that life and death may be only a question of minutes, with the "lucky" victim the one who gets immediate first aid.

At the Glen Arm, Md., and Sterling, Va., facilities, there's an intensive program being carried out to make sure that any accident or heart attack victims in those plants will benefit from immediate attention. As part of the Occupational Safety and Health Act, says John Kennedy, administration manager at Plant 56 at Glen Arm, there are 34 people at Glen Arm and 15 at Plant 58 at Sterling who have completed a first-aid course, consisting of 10 hours of training. Kennedy attended a 90-hour course at Ft. Ritchie, Md., so that he could then train people in the two plants.

And Agnes Watche (R.N.) and John Dowell, instructors certified by the Heart Association, are conducting courses at Plants 56 and 58 in cardio-pulmonary resuscitation. Who gets the training? People whose work keeps them circulating around the plants—and who would most likely be in the area if an accident or heart attack hits a Grummanite there. That's getting ready, just in case.



Would you believe they . . .

"It was morning, and the new sun sparkled gold across the ripples of a gentle sea.

"A mile from shore a fishing boat chummed the water, and the word for Breakfast Flock flashed through the air, till a crowd of a thousand seagulls came to dodge and fight for bits of food. It was another busy day beginning."

So go the opening lines of "Jonathan Livingston Seagull." And anyone who has ever lived close to shore can easily visualize the scene: gulls darting down for food, bickering with one another over the rights to a shred of chum floating on the waves, their calls piercing the silence on the shore. Seagulls riding the wind currents . . . nature at its most beautiful.

"Atlanta, February 26 — Seven passengers in a commercial jet were killed on takeoff here today when their plane crashed after running into a flock of birds."

And so it is: even nature at its most beautiful can cause sudden disaster for humans who try *their* wings in flight.

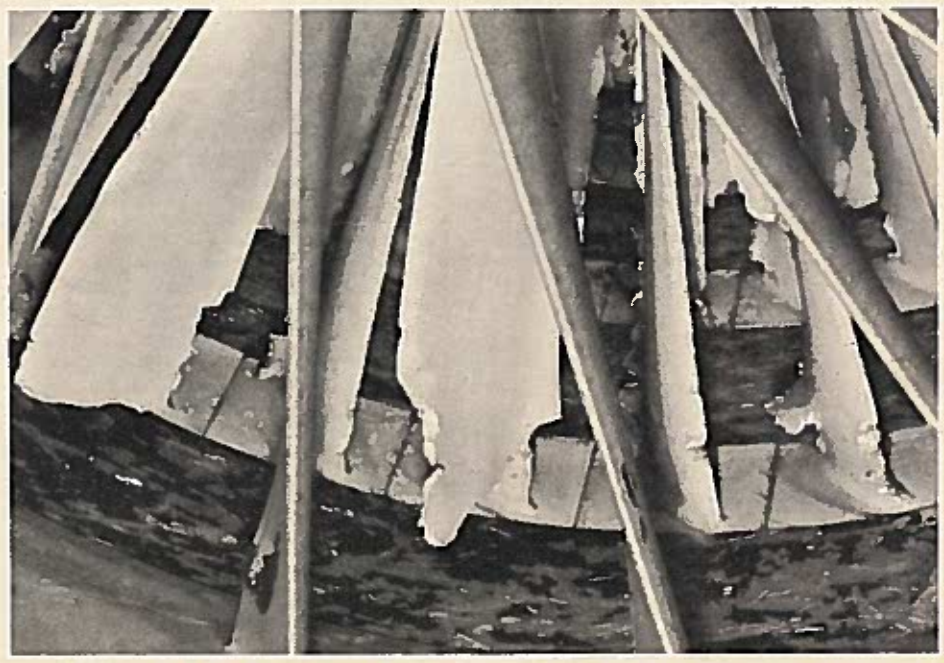
Believe it or not, aircraft vs. seagull is a too common occurence. It has happened here before, too, when a twin-jet Gulfstream II taking off from Bethpage ran into a flock of gulls, swallowed at least one in its intake ducts, and had one engine fail immediately.

What happened? Many of the engine blades were shredded by the gull and caused instant engine failure, and the pilot was fortunate to have been able to land safely at Calverton. What if both engines had been damaged, causing both to cease operation?

Yes, we might shed a few tears for our feathery friends, but think a bit about why it happened. Gulls fly inland to search for food—grubs, worms, and scraps of food. So if you eat outside on Company grounds, *please* don't throw away half-eaten sandwiches or the wrappings (sometimes pieces of white paper look like bits of food, too.) Keep the area clean.

In Atlanta, a flock of birds cost seven people their lives. You can help prevent the same thing happening at Bethpage or Calverton.

...could ever do this!



Believe it or not, these badly damaged jet engine turbine blades are the result of coming in contact with a seagull.

Work on Tomcat slows; furloughs announced

(Continued from page 1)

bined with the dwindling business base of the Company as the Lunar Module program was phasing out—plus a recession felt even beyond the borders of the United States—that made the Company's messages to the Navy ever more urgent.

On April 16, 1971, the late Lew Evans, then Chairman of the Board of Grumman Aerospace, described what was happening:

"To oversimplify things, the basic difficulties have stemmed from unforeseen inflation, significant declines in the defense and commercial business base (which has the effect of increasing overhead charges), and sharp rises in both material and personnel costs. These are nation-wide, across-the-board problems for all business. We can meet some of those economic forces by making ourselves more efficient and productive. But in a very real sense, we are the victims of social processes beyond the control of our Company or the defense industry."

Later in this message, he pointed out:

"Of course, we saw inflationary pressures climb during the past few years, we felt it in the interest of all parties, including the Department of Defense and Congress, to inform the Navy of what was happening and the possible consequences. We suggested a restructuring of future contracts. We believe that such information is in the best interest of the Government and the citizens as well as Grumman."

Cost growth

He ended by quoting then Secretary of Defense Melvin Laird—"Within the last five years we have had a cost growth due to inflation alone of over 50 percent."—and "To prevent war in the 1970s, to see that we don't have any more Vietnams, to see that we can maintain the generation of peace that the President and this Administration is committed to . . . we need increased defense resources to meet this Soviet threat. . . ."

That, said Lew, was "why we have the F-14."

Lest the record be misread, especially on the basic matter of inflation, the Company's projections of future business and costs in 1968 for 1971 were off the mark—as was the case for most companies: the inflation estimate was 3.5 percent, and the actual figure was close to 8 percent.

'Every effort'

The Navy itself, in the person of Rear Adm. E. E. McMorries, F-14 contracting officer for the Naval Air Systems Command, wrote in late March of 1971 to then President of Grumman Aerospace Billl Zarkowsky. On the last day of March, Zarkowsy replied, in part:

"With regard to Lot 4 and subsequent lots, the influences of abnormal inflation and decline of business base became apparent within the first year after contract signature. . . . We did not casually continue on a business-as-usual basis but immediately instituted measures to decrease our indirect cost. . . . Every effort has been made to effectively manage our indirect and direct cost . . . the impact of the economic factors beyond the control of the Navy or the contractor clearly indicate that we should not continue to proceed to a point where financial relief would have to be sought."

During the years that followed the contract award, the Company and the Navy and the Department of Defense were up to date on the situation as it unfolded. The Company has tried to be open, frank, and reasonable in endeavoring to reach an accommodation with the Navy.

In the meantime, the F-14 has been progressing at a rapid and more than satisfactory pace. That judgment is not simply the word of the Company. Many Navy pilots who've flown the Tomcat have attested to it—and have verged on the ecstatic. They have been astonished by the aircraft's capabilities, demonstrated by more than 2,000 total flight hours.

It seems ironic. The F-14 has not suffered from cost overruns, as have other programs of other companies. The Company has not been bailed out financially because of cost and performance deficiencies, as others have been; in fact, it has been scrupulous to avoid such a situation and the stigma of it. While the Navy has not been hit by so much as a nickel extra for the F-14, the Company has absorbed losses against that work of $85 million.

Ironic indeed.

On December 11, 1972, Grumman Aerospace declined to accept a Navy option to buy 48 more Tomcats (Lot 5) in the 1973 Fiscal Year. It contended that the option was invalid and unenforceable, and to produce the Lot 5 aircraft under the terms of the 1969 contract would mean a loss to the Company of an additional $105 million.

On the way. To place payloads in orbit and retrieve them for repair or refurbishing, the space tug is the answer for it's designed to push off from the Space Shuttle (orbiting the earth some 150-200 miles "up") and get to a 20,000-mile orbit. (Rendering by Craig Kavafes)

More on Snead . . .

(Continued from page 1)

people up here . . . you know, good fighter-pilot-type people to go through this demonstration . . . you have to see it to believe it . . . it was fabulous. . ."

After admitting to being 47 years old, Adm. Snead said he had never really experienced anything like the F-14 test flight in his life.

"I appreciate the effort," he concluded. "I know there were a lot of people who were involved in [the test flight] this afternoon and I wish to extend my appreciation to all of them . . . but (pause) I get the feeling it was an afternoon well spent for all of us."

Training offering new program toward technology degree

The New York Institute of Technology is planning to offer after-hours courses at Calverton leading to a Bachelor of Technology degree. The first courses to be given in this cooperative effort with NYIT will be in technical mathematics and digital computer fundamentals and will commence in the fall of this year.

The bachelor's degree requires a total of 134 credits but NYIT will evaluate previous education, training, and experience and grant credit for appropriate achievement in an individual's background. For example, some Grumman systems training instructors evaluated by the college have been granted as much as 50 credits for their experience and previous study, according to Gus Lanzo, deputy director of Training and Development. These individuals will be able to earn their bachelor's degree in about 3½ years under this special program.

"NYIT has offered to provide the courses for us at Calverton, to give our people a break in cost per credit hour, and to grant credit for past achievement when appropriate," said Lanzo. "It's a good opportunity, both for people who want to go for the degree program, and for those who just want to pick up a few courses."

Both the mathematics and the computer fundamental courses tentatively set for this fall will be eligible under the normal guidelines of the Company Tuition Reimbursement Program. In addition, interested veterans are reminded that VA Educational Assistance can also help meet the costs of this program. Registration details will be available in the near future. Telephone inquiries can be directed to David Houghton or Tom Reid, Ext. 84855 or 84044. Anyone interested in this program should fill out the slip provided below and return it to Training and Development.

NYIT COURSE

Name ..... Tel. Ext. .....

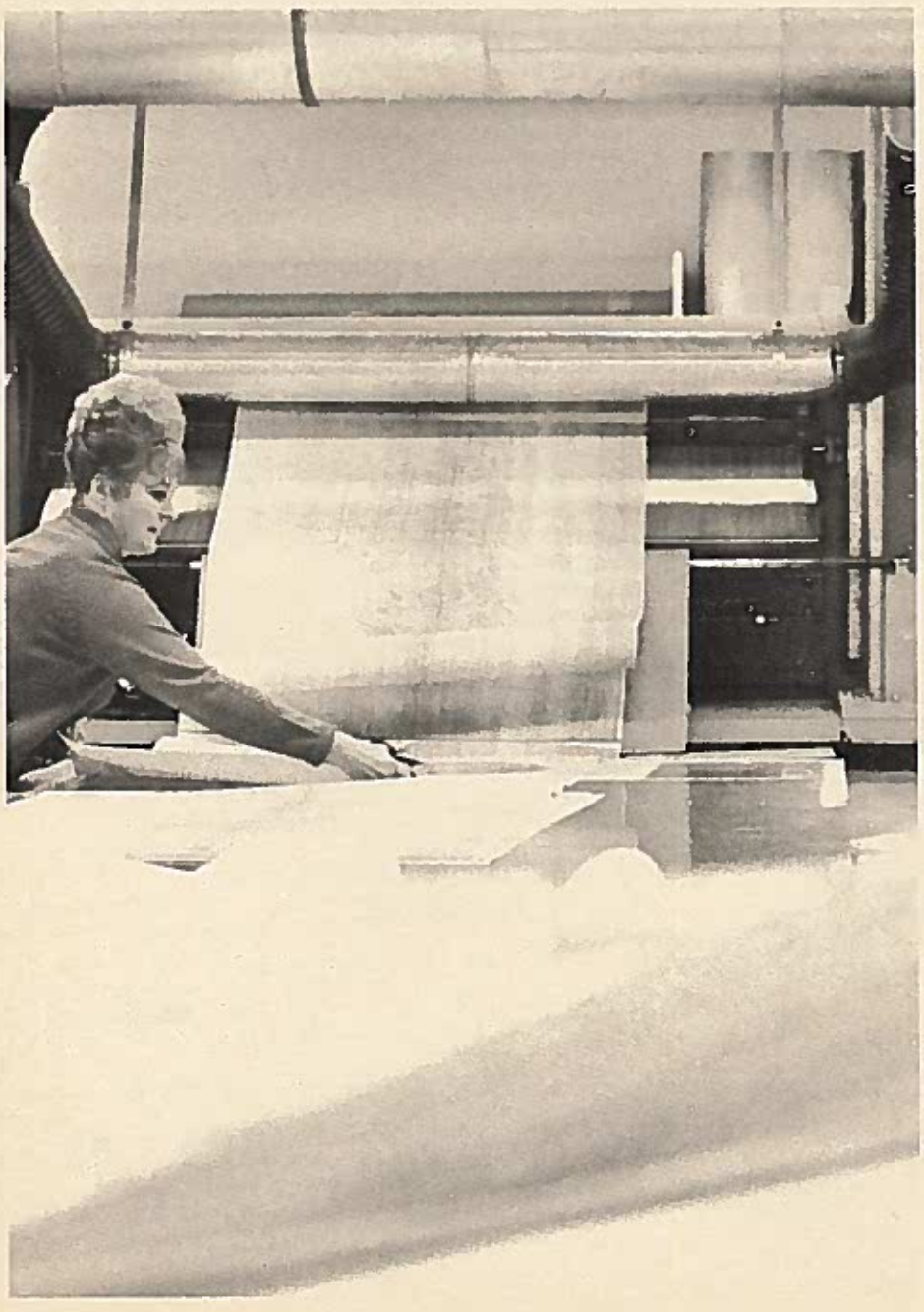
Plant ..... Department name and number .....

My interest is: (Please check one) ☐ Bachelor's Degree Program

☐ Selected Courses

Please maill to: **David Houghton**
Training and Development
Plant 39, Department 327

Photos by Fred Annetta



Repro Services: They toil all through the day and long into the night

Just about everyone at Grumman deals with paper in some form, but imagine working in a department that handles enough paper each month to stack three piles as high as the Empire State Building. The Reproduction Department in Plant 1 does just that.

In the past, 'mini' repro centers used to be spread throughout the outlying plants; each was a unit in itself, ranging from Xerox to whiteprint machines for reproducing various types of documents. Several years ago, partly because of a reduction-in-force, most reproduction personnel and machines were consolidated in Plant 1 to form a main hub of all reproduction activities, although there are still small repro centers in many of the plants.

There is now located in Plant 1 a conglomeration of printing machines to handle the multiple reproduction services. Six offset presses are continually running off proposals, engineering orders (EO's), parts lists (PL's), Company forms, and any variety of copies. Four whiteprint machines handle the engineering drawings, which amount to approximately two square miles of reproduced drawings per year. By utilizing the six Xerox machines, repro personnel turn out more than one million document copies in one month, and process an additional 3½ million copies each month on offset machines. They also provide such services as binding and collating.

Because the Reproduction Center is manned by two shifts, the grinding of the machines and the rustling of papers can be heard from 7:30 in the morning until midnight.

They keep going

Headed by George Carmine, the day crew—numbering 40—fully staffs the facility, from binding machines to the Xerox Mark 4 which makes hard copy of computer runs.

As the hour nears four o'clock, the day shift hurries about finishing the day's work, cleaning the presses, and grabbing their coats. At the time of mass exit, the "Night Cap" crew enters, ready for a "day's" work. And the presses never stop churning.

The 'Night Cap" people, a somewhat smaller crew of 28, are led by Vinnie Fiust; all know how to work

on every type printing machine; that makes the night crew (like the day gang) a diversified and productive group. While they "keep those presses moving," a truck begins picking up any reproduction orders from the outlying plants that must be ready by the next morning. As each truckload comes in, the 'Night Cap" workers send them through the presses and ready them for return delivery the same night.

Thanks to the day shift and night crew, the Reproduction Department now offers in-out service in 24 hours.

"Through centralization, we are better utilizing the capabilities of the personnel and the machinery," says George Collins, head of Reproduction Services. "Being able to look at the total commitment, we can distribute the work to the printing machines that provide the best copy for the lowest cost. By consolidating, our productivity has increased."

GHS's director Charlie Kirbow and deputy director Roy Fagin discuss the division's objectives and why they have had to abandon traditional aerospace practices to make inroads in the highly competitive and demanding medical market

Grumman Health Systems Opens new doors for Grumman In health care field

When Dr. Roy Fagin joined Grumman five years ago he wondered if the Company's extraordinary engineering capabilities might in some way be applied to the medical profession. Much of the equipment the engineers used, he observed, was similar to that used in clinical laboratories. "Instead of testing blood and other body fluids," he says, "they tested chemicals and metals." The ultimate result of those early observations: the formation of Grumman Health Systems and the Company's debut in a marketplace in which Fagin and his peers were to meet challenges that were then totally unfamiliar to an aerospace firm.

ROY FAGIN: "There's a tremendous difference between a traditional aerospace company which deals primarily with one customer, the Government, and the commercial marketplace in which you might have thousands of customers with contracts that may range from $5,000 to $5 million."

CHARLIE KIRBOW: "The reaction time in the commercial market has to be much faster. The details of a Government contract may take several months to work out, but a medical equipment customer may want answers instantly. You may even have to sign a contract or commit yourself with a handshake the first time you meet a customer."

All in all, a brand new opportunity lay ahead. Today, Fagin is deputy director of Grumman Health Systems—a division of Grumman Corporation—while Kirbow is director. Since the origin of the new venture in August, 1971, GHS has introduced a broad line of medical products, with sales last year some three times those of 1971, and, according to Kirbow, sales in 1973 are expected to exceed those of last year.

Among GHS's present line-up of products are:

- A variety of mobile health-care delivery units with specialized medical equipment—for such purposes as female cancer detection and health examinations—as well as emergency-rescue vehicles;
- Operating room and intensive-care unit equip-

Charlie Kirbow **Roy Fagin, M.D.**

(Rendering by Craig Kavafes)

ment, such as an Operating Room Control Console and a Mobile Intensive Care Operating Table;

• Physician's office and clinical laboratory equipment, such as an ophthalmic scanner for ultrasonic eye examinations and an extra-systemic organ transporter;

• Hospital administration software, including systems for billing, accounting, and inventory control;

• Area wide health planning and analysis for cities and counties.

KIRBOW: "Our most difficult steps came at the outset. We knew that we were engaging in a business that was entirely different from that of aerospace. We wanted to utilize Grumman's engineering talent, of course, but we felt our own sales and marketing groups would function best within a separate, highly specialized organization. We selected our sales and marketing people carefully to make sure they not only had extensive experience in the medical field but that they could also bolster Grumman's engineering capabilities and keep marketing costs within strict limitations."

FAGIN: "We got involved with a large variety of medical programs from the outset to prove that the Company had the capabilities for stepping into the medical field. We talked initially about such things as a laser beam surgical knife and a germ-free isolation tent, which were extensions of Grumman's aerospace technology. Eventually, we began concentrating on certain types of instrumentation which have led to the variety of products we now have."

KIRBOW: "Most of our products originate as the solution to a specific problem. For instance, a customer may come in and say, 'I have a problem that is a serious one throughout the medical industry, and it needs to be solved.' That is what we need to go to work because no one ever comes in with a problem that points to an exact solution."

FAGIN: "We found out in the beginning that we would most likely have to adjust the prices of our products to meet the demands of the market. When you build a quality product you must use quality components that increase its cost. Price alone may be the determining factor if your product and that of a competitor are equal in value. Moreover, a new and relatively unknown manufacturer may be handicapped until his reputation in the market spreads and customers become fully aware that his products may cost more because they are more reliablle and require less maintenance."

KIRBOW: "In the health systems field, we must be prepared to discuss price with our customers at any time. One day, for example, a man came in with an approved program for a dental van. We talked with him in the morning, and in the afternoon we gave him a formal quotation with drawings of a van, the total cost, and the cost if he preferred to lease it. If we hadn't responded to his needs quickly, he might have gone to a competitor."

FAGIN: "It may take from 18-to-24 months for a product to move from the drawing board to the marketplace. If an idea looks promising, we do a market survey before we commit Grumman to making a substantial investment in a development program. We must also determine if the problem we're tackling affects a large number of people or if it is merely a solution for one physician. Most doctors are rather independent individuals who are accustomed to solving problems in their own way. One doctor's approach to a problem may not apply to other doctors. So, before we get too far along with a new product, we must find out if a large number of physicians agree with our solution, and whether or not the doctors, and of course hospitals, might buy the equipment. It is generally not practical in this business to tackle one-of-a-kind products."

KIRBOW: "As an example of that, we recently abandoned a program that would prevent contamination of oxygen-breathing equipment because a developer had come up with a sterilization technique that was very inexpensive compared with what our solution might have been. Our approach was certainly proper, but if we had taken it on as a manufacturing venture, we might have had a one-of-a-kind item which would never have been profitable."

The team-talk between Kirbow and Fagin is evident during any discussion involving the two men. One reason might be is that their backgrounds are complimentary. Kirbow is a graduate of the University of Iowa and has an LLB degree from La Salle University. He has been admitted to practice in Georgia and before the U.S. Supreme Court. His sales and marketing experience is derived from former operator-ownerships of an automobile agency, a residential construction corporation, a personnel recruitment business, and a sporting goods company. Prior to joining Grumman in 1969 as executive vice president of Grumman International, Kirbow served (from 1963-69) as Chief Clerk of the Senate Committee on Armed Services.

Fagin joined the Company in 1968 as associate medical director and chief of aerospace medicine under Grumman's Medical Director Dr. Robert P. Jessup. Having been with NASA in Houston where he was engaged in a number of biological and physiological projects for the space agency, Fagin laid the groundwork for GHS when he set up a number of studies to prove the Company's capabilities in the medical field.

FAGIN: "After we do a market survey and decide to invest in a program, the next steps are the engineering and technological stages. When we finally have a prototype model, we have reached a critical moment. We must test the prototype at a major medical center or research house where it is actually used and tested with patients. If the equipment passes all of its tests, it gets their stamp of approval."

KIRBOW: "It may take from three-to-twelve months to complete such tests. We may have to modify the product as a result of these tests. At some point during this evaluation period, though, we must begin our marketing efforts. We must make commitments and begin advertising our product with the confidence that it will eventually pass all of its clinical tests and be ready for a formal debut at a major medical show where potential buyers gather. Then there's another long period between the time our product is out and the time it attains wide acceptance. As a rule, the medical profession is very conservative; most buyers won't automatically accept a new piece of equipment. They want to be shown that it will work and will solve their problems more economically and effectively than current equipment or procedures."

FAGIN: "Another major consideration is patents. When we are in the process of developing a new idea, a slip of the tongue might give a competitor all the information he needs to utilize our plan, capitalize on our high development costs, and, because of that, actually sell a similar product for less than we might have sold it. We must protect our products with patents before we make them known publicly. Even our distributors want to be certain the products they handle are patented so they won't risk large marketing investments."

KIRBOW: "We market our lead product lines — operating room equipment, specially equipped mobile units, clinical laboratory equipment and hospital administration software systems — through our direct sales force. But we also sell many of our products through established distributors. Take our ophthalmic scanner, for instance. It is distributed by a major company that has a complete marketing and servicing organization in the ophthalmic field, both of which might have taken several years for us to establish. We take a little less profit on the product this way, but we don't have to establish a separate marketing organization to sell it."

FAGIN: "As manufacturers, most of our work is in the areas of design and quality control. Most of the manufacturing work on our products is done through subcontractors; we assemble the various components into whole units, like a fully equipped emergency vehicle, before delivering the end-product to a distributor or a customer."

KIRBOW: "Occasionally we don't have to go outside the Company to find a subcontractor. In our vehicular line, for example, the shell of our emergency vehicle, the 'Rescuemaster', is a product of Grumman Allied Industries. They deliver the shell to us and we deliver it to a subcontractor who does the interior work to our specifications. We are in the process of establishing our own plant on Long Island where we will locate both our headquarters and our manufacturing facility."

The highly competitive nature of the venture has mandated a totally different marketing approach by GHS than is generally employed by Grumman. Still, GHS seems well on its way toward becoming one of the leading suppliers of high technology equipment to the health-care field, and it also appears as if the new corporate group is already achieving the kind of reputation for quality it is seeking in this field. Some examples of GHS's diverse capabilities are reflected in recently awarded contracts:

• Recruitmobiles to be used for nationwide Navy recruiting and publicity.

• A comprehensive study to define requirements and engineering specifications for an integrated life protection system for New York City firefighters. ("This study reflects the marriage of the engineering and medical capabilities of GHS," Kirbow points out. "Its success could eventually lead to the development of firemen's protective garments and peripheral equipment.")

• Vehicles for the United Cerebral Palsey of New York City, Inc.

• Sophisticated operating room control equipment for an open heart surgical suite.

According to Kirbow, "our division's three principal policies are: to apply high technological expertise toward solving some of the existing problems in the health care field; to help reduce the cost of health care to the end-user; and, at the same time, make a reasonable return on investment for our corporate shareholders."

He continues: "The promise of success in a group of this nature becomes more evident with knowledge of the major research being conducted in such fields as cancer detection and bacterial determinations. When completed, these programs will be revolutionary in concept, will provide vast improvements in current medical techniques, and should form a major portion of the business for GHS in the next decade. In this regard, it will be the continuing policy of GHS to utilize the research and development capabilities that exist in such depth within our sister corporations."

Letters to the editor

To The Editor:

I wish to register a complaint about an experience I had while purchasing something through a Plane News ad.

I had reached an agreement to purchase a dishwasher offered for sale by . . . [who] subsequently called to tell me he sold it to a relative "who came over with cash in his hand."

I cannot express the disappointment my wife and I felt . . . when we buy and sell things in Plane News we rely a great deal on trust. There are no warranties or guarantees to fall back on—people take us at our word that the product is as [it's] represented. . . . When someone is tricked or misled there is no legal recourse to pursue without a great deal of trouble. Our word serves as a bond for our name.

Tom McCarthy

To the Editor:

We all tend to have short memories. The men and conditions associated with the initiation of the OAO Program at Grumman have been forgotten or are unknown by most people. It might be of interest to recall some of these things now that the OAO-A2 life has been ended in such a blaze of glory.

"Grumman Aircraft Engineering Corporation, Buffalo, New York" — that was the address on the envelope containing the Orbiting Astronomical Observatory RFP for Grumman in the fall of 1959. Fortunately, someone at Bell Aircraft had heard of Grumman and forwarded the RFP to us.

Now, after 50 months of continuous successful operation (NASA considered OAO-2 to be successful after it had operated for only 30 days), OAO-2 has finally been turned off because the last experiment package failed. A number of Grummanites can recall events over the past 13 years which finally led to the fantastic performance of this spacecraft.

It was in 1959 that a small group of men headed by Walter Scott and Don Imgram became involved in the design and promotion of OAO. They made the then seemingly ridiculous prediction that the NASA space budget would eventually exceed $500 million per year. (Actually it ultimately exceeded that number by a factor of twelve.)

In view of the fact that very little experience on operations and problems in space existed at that time, Scott and Imgram must be credited with a fantastic design job. Though there has been feverish space exploration activity over the past 12 or 13 years, the latest OAO (Copernicus, launched last year) has relatively minor changes from the original design. OAO features which were new and untried in those days included: the magnetic unloading system; gimballed star trackers; quadredundant core memory; prestressed, minimal weight structure; passive, thermal-design, large solar paddles; and an unbelievable requirement for pointing accuracy—within ± 1/10 of an arc second and target hold-on for nearly an hour.

Some of the people who contributed significantly to the OAO design and its ultimate success included such men as Eric Stern, Bob McConaughy, John Benz, Odd Sangesland, Dick Hilderman, Don Shergalis, Don Moyer, Mark Mellinger, and Jiggs Sturiale.

The OAO cleanroom in Plant 5 was Grumman's first cleanroom and it came about partly as a result of Don Mazur's (NASA Goddard) derogatory comments about the numerous birds that nested in the hangars in those days. Then there was Ernie Arena's air-bearing table: it simulated the earth's magnetic field at 500-miles altitude so that a test of the OAO's guidance and control equipment could be made. That was also a Grumman first.

Everyone associated with the OAO can take pride in its performance. The data gathered already exceeds all predictions. Astronomers will be using it for decades to come.

Ralph Tripp

(Ed. Note: Vice President Ralph (Doc) Tripp, formerly was director of the OAO Program and the LM Program before being appointed director of Corporate Systems in 1972.)

Auction at 33

There will be a public auction of surplus Company property at Plant 33, Syosset, on Saturday, March 24. Registration of interested buyers and inspection of goods to be auctioned starts at 7:30 a.m. with the auctioning starting immediately after.

Some items up for sale are machine tools (drill presses, hand saws, generators, pumps, etc.); electronic test and measuring equipment (oscilloscopes, power supplies, volt meters, etc.); electrical equipment (switches, panels, motors); shop shelving and work benches; office equipment (metal desk, chairs, drafting tables).

New post

Robert G. Landon has been elected Treasurer of Grumman Allied Industries, Inc., J.B.E. Olson Corporation, Olson Bodies, Inc., and Grumman Leasing Services, Inc. Landon was elected Controller of those organizations in February 1972 and will continue to serve in that capacity, according to an announcement by Robert F. Loar, President of Grumman Allied.

On camera. Mary Pippen of Flight Acceptance strikes a pose as Becky Walter of General Accounting focuses a Kodak pocket Instamatic Camera in the Plant 30 lobby. GAA is offering 15 of the cameras as part of its membership drive. (Photo by Bob Settles)

GAA bucking for success in 1973 membership drive

It started last Thursday, March 1, and, according to Mike Cherry who heads the campaign, the GAA membership drive is off to a flying start. Returns started to flow into the Grumman Athletic Association office in Plant 30 even before the drive had officially started; all were 100 percent, said Cherry, as he expressed optimism for a very successful campaign to follow.

And just what can *you* expect for a $1 membership card in GAA? As a starter, you become eligible for a drawing at the end of the drive for 15 Kodak Instamatic pocket cameras *plus* 50 sets of Grumman glasses.

That alone might be worth a dollar's subscription. But more important, you will be helping to continue a recreation program that has existed for more than 30 years, mainly on the donations of others just like you. The staff, certainly, is paid by the Company; and Grumman contributes toward the inter-mural program and supports *all* varsity sports with corporate funds. But you, and, through the years, thousands of others like you have indicated their interest in the program through their monetary contributions.

GAA dollars collected are spent only on club or intramural activities. So if you're interested in travel, GAA can arrange that through cruises, tours, and jet flights to various parts of the world. Chess, stamp collecting, amateur radio, bridge? GAA also helps to support those functions through financial and administrative support. In fact, there are probably few recreational activities that exist at Grumman that aren't supported in some way through GAA. Bowling, flower exhibits, coin collecting? Yes, those too. So, if you're interested in recreation, you can help yourself by supporting GAA. If you're interested in helping others get involved—even though you may not want to yourself—your buck can help keep the GAA program.

The drive lasts through March 31. All department supervisors and administrators have tickets on hand. Show your support. Give a $1. And perhaps on April 6—the day of the drawing—you'll go home with a Kodak pocket Instamatic Camera or a set of Grumman glasses.

Combs uncorks 266 game during 694 record series

Dick Combs, assistant program manager for support on the EA-6B, fired a nifty 694 string a couple of weeks ago, but if it weren't for an interested "bystander," that mark would never have passed outside the bounds of the Outpost loop. Combs, who has been rolling for a little more than 13 years, hit 266 and 256 on the way to his record series at Syosset Lanes, but it took a note from fellow league member John Zamojian, attached to a report from the league, to assure than Combs got any recognition at all. Some bowling secret-

Dick Combs

aries find it such a bother . . . but isn't that what they get paid for?

Others standing out in Outpost action: Roy Moser, 229-620; Nick Sterrantino, 256-615; Jerry Casale, 225-612; and John Lau, 225-595. . . . Ernie Perinetti's 213-219-598, Ray Fisher's 222-584, Bob Hoehn's 223-578 and Chick Catalano's 200-223-573 highlighted play in the Classified league, while Syosset Mixed stars included Monica Wojtyniak, 217-562; Ed Miron, 231-637; Rob Ogilvie, 236-609; Eileen Toomey, 208; and George Bunzel, 209-601. . . . Ken Smith's 215-589 tied a 589 registered by George Slavik—but George hit 222 and 200 on the way to his total.

Wham! Rudy Dunkley socked it to 'em in Bethpage Owl play with 216-243-654 and Peggy Kolody spun a 543. Gray loop listings included Tony Ferragamo's 233-590 and Tom Cava's 209-561, while Al Hanes' 230-564 took honors in the Blue Mixed circuit. . . . Tom Murtha fired strong 204-219-234 games for a 657 finish in action marked by Phil Barton's 205-211-597, Vince Crevoiserat's 202-202-595, and Ann Wuestmann's 200-536. . . . Lou Willen surprised a few people—including himself—when he rolled to a new game high in the E-2 Hawkeye Mixed. Lou sports a 130 average. He rolled 256. Earlier, Don Richroath bowled 254-591.

John Mayer erased the Woodbury Mixed string mark and gained second-place on the game list recently with his 249-639. Herb Pirkl's 598, Helen Norman's 464, and Jack Juppe's 222 were also noteworthy.

Golds finish second in L. I. pistol loop

It's all over for the Grumman Gold pistol team in the expert division of the L. I. Industrial loop. In their final match, the Golds knocked over Brookhaven Lab, 1,085-1,077, to finish the season with an 8-2 record, good enough for first place in the .22-caliber handicap section of the leaque. Ron Trenkner's 275 and Phil Boehm's 270 paced the win.

And the light is finally starting to shine through the end of the tunnel for the D squad. After suffering through seven straight defeats, the Ds scored their first triumph a couple of weeks ago over Brookhaven, and last week defeated Sperry, 1,009-988, to record a second win in the expert section of the Industrial action. Dave Rice's 278 was outstanding.

In center-fire play (.38- and .45-caliber weapons), Grumman defeated Sperry 1,013-802 in the South Shore league. Rice hit 268, Greg Criscione reached 257, and Boehm had 250 in that competition.

Coliseum calls Hellcats again

The Grumman varsity basketball team has been invited for a return engagement to play at the Nassau Coliseum on March 23 at 6 p.m. Previously, the Hellcats had beaten LILCO in the Coliseum, 68-62; this time around the Grumman cagers face the Nassau County Police. Both teams share first place in the Industrial league, with records of 6-1. Immediately following the preliminary game at 8:00 p.m., the N. Y. Nets take the floor against the Kentucky Colonels. Discount tickets for only $2 are available at the GAA office in Plant 30 for the March 23 game.

In other Industrial league play, the Hellcats trounced Hazeltine, 97-52. Even though three starting players were injured, says coach Mel Knopf, it was the best team effort all year. Quarto and Cruthers were high scorers sinking 22 points each, with Krol, Gendron, and Mickle chipping in 16, 13, and 11 points, respectively. With Mickle, Bartlett, and Cruthers grabbing the rebounds and Gleich and Mazur exhibiting great passing, the Grumman cagers dominated the game.

In Huntington league play, the Grummanites held onto their second place standing with a victory over GH, 106-60.

Fore!

Spring is here . . . almost. And for all the ladies who would like to play golf this season, it's almost time to sign up for league action. There will be a ladies golf league meeting this coming Wednesday, March 14, in the Plant 28 auditorium starting at 5 p.m. If you played last year, or would like to play this year, why not attend and get an early tee-off time. If you can't make it but would like to join the league, make sure you call Eileen Toomey, Ext. 3743.

Call Mike . . .

And Mike Cherry of GAA has a message for golf league secretaries: if you want reserved tee time for the 1973 season at Bethpage, contact Mike at Ext. 2133 or 2269. Cherry also reminds members of the Engineering and Tigercat leagues that if they wish to play this year, or if any other golfers would like to join a league, they should contact him at the GAA office in Plant 30.

Considering Mike is a member of the P.G.A., and is also a teaching pro, it's surprising that more people at Grumman haven't asked him to conduct clinics on the basics.

Pin team needs rally

If the Grumman varsity bowling team hopes to be in a challenging position for the team title of the L.I. Industrial Men's Bowling Tournament it has a lot of wood to cut in the next couple of weeks. Last Saturday night, in the opening round of the tourney, AMF jumped out to a big lead over Republic and Grumman by amassing 2,979 pins over the first three games. Republic is in second with a 2,791 total, and Grumman trails that figure with 2,784.

The title for the 16-team classic is determined by total pins for 12 games.

AMF used the final game in the initial session of the tourney to solidify its hold on first. It scored a 988—and when Republic registered 910 and Grumman slumped to 848, AMF was able to show a clear margin over the second- and third-place teams.

Ed Hilbert started the evening with a hot hand: he scored 205 and 212, but then staggered through the final game to finish at 143 for a 560 total. Buzz Goodman was high for Grumman with 225-592, while Jack Nielsen showed 557, George Ulrich, 207-531, and captain John Alston, 544.

Action resumes this Saturday night, starting at 8 p.m., at Mid Isle Lanes, Peninsula Blvd., Hempstead, and continues next Saturday, March 17.

Making early spring training call for varsity slow-pitch candidates

If you've been among those who have been unhappy about the success—or lack of it—of the Grumman Intruder slow-pitch team in recent years, and you happen to have a little talent in that area yourself, here's a chance to do something about changing that record.

Manager Jack Keane announced that tryouts for the varsity softball team will start Sunday, April 1, at 10:30 a.m. at the Plant 3 field, and will continue at the same location on Tuesday, April 3, and Thursday, April 5, starting at 4:30 p.m. The tryouts will resume the following week on the same days and at the same times.

But before that happens, Keane would appreciate it if all those interested in joining the team would fill out the accompanying information blank. Being a good writer is not necessarily a qualification to join the team; you don't have to fill it out, but Keane feels it will give him an estimation of the number of those who want to try out, and will allow him to plan the tryouts better.

If you can play ball—and well, it is hoped—why not try out for the team?

Softball information form

Name ..... Ext. .....

Perm. No. ..... Dept. ..... Plant .....

Please return to: Hal Manaskie
A-6 Program, Dept. 143
Plant 25

Wanted

HOUSE: Smithtown-Commack Area, 3 bdrm., in low 30's. Mon. & Tues. 5-9 p.m. 543-3436.

HOUSE: To rent, upstate N.Y. for wkend of May 4, 5, 6, must have fireplace & kit. facil. 692-5534.

HOUSE: 1 or 2 bdrm., prefer lg. room w/fireplace, Nassau County. 541-5506.

AUTO MIRANDA: 25 mm F:2.8 lens., BA 3-1214.

BOAT: Uhlricsen Seaskiff, 25 - 28 ft., fly bridge. Reasonuable. TU 8-0218.

APT.: 1 or 2 bdrm. unfurn. for young busi. couple, own kit., bath & entrance, June occup., no kids. $180 to $210. 7:30 to 4:00 or 6:30 to 9 p.m. WE 5-4454.

GOLF CLUBS: Junior Length shafts for young boy. 543-6490.

TABLE SAW: 8 to 10 in. 757-2086.

PLUMBING: Copper for bsmt., 25 ft. basebd., 40 ft. ¾ tubing, circulator, thermo., connectors, elec. boxes, etc. 744-1741.

POOL TABLE: Slate, 7 ft. or 8 ft. 935-3224.

TRAILER HITCH: VW beetle. 751-0364.

MOD. AIRPLANE: Eng., kits, mag. from pre - 1950 era. MA 6-2825.

APARTMENT: Unfurn., young couple, in priv. home, w/gar., under $200, May or June occup. 938-4898, after 3 p.m.

For Adoption

CAT: White angora, spayed, 18 mo. 724-5460.

PUPPIES: Born 2/21/73, 50% Great Dane, blk. w/ whte. chest, male & female. 585-1692.

Ride Wanted

PLANT 1: Bellerose Queens, 7:30 a.m. - 4:00 p.m. shift, will pay. (212) 479-0508.

Car Pool

BOHEMIA: Sayville, Oakdale, Bayport, Patchogue, 7:30 a.m. to 4:00 p.m. LT 9-3849.

WESTCHESTER: Bronx to Bethpage. (914) 235-9894.

STONY BROOK: Strathmore to Plt. 40 (GDS), 4:00 p.m. to 12 mdnght. 751-3015.

FLUSHING: Vicinity of 150th St. and 33rd Ave., to Plant 2. IM 1-4142.

For Rent

ROOM: Nr. Grumman, lge., pvt. bath. After 5 p.m. 796-8106.

APT.: Rocky Point, 1 bdrm., terrace, alll appl., fully carp., take over lease April 1. 744-1854.

HOUSE: Babylon Vilage, 8 rooms, 2 baths, occup. May 15. $210 mo After 2:30 pm 669-2345

APT.: Forest Hils, 3 room, gas & elec., near subway, L.I.E., Grand Central Pkwy., $189. Evgs. (212) 793-6540.

ROOM: Lge furn. studio, pvt. entr., bath, refrig., hot plate, all utilities paid, $40 week. After 5:30 p.m. 691-8453.

APT.: Studio, 2 rms., kit., bath, den, pvte. entr., inclu. util., $150 mo. 732-8082.

HOUSE: Levittown, 4-bdrm., 1½ gar., new kit. & bath, appliances. 796-9406.

ROOM: Furn., newly decor., 2 blks. north of Stewart Ave., Bethpage. WE 5-2055.

MOTOR HOME: 24 ft. Winnebago, sleeps 6-8 self-contain. Reason. rates. 584-7689.

HOUSE: Lake Panamoka, 10 mins. from Calverton plt., 2 bdrm. After 6 p.m. 929-4696.

ROOM: Massapequa Park, furn., sep. entr. LI 1-5602.

ROOM: Lge., furn., 2 mi. Plt. 5. WE 5-2466.

APT.: Nr. Grumman (Seaford), unfurn., 2 rooms & bath, pvte. entr. PE 5-2099.

Swap

DISKS-TAPES: Classical, will buy, reciprocate or share cost of new materiall for recording. PY 6-1293.

For Sale

MOTORCYCLE: '70 Triumph, 650cc, low mil., extras, $1075. 567-6931.

MOTORCYCLE: '70 Yamaha, 80 cc road and trail., $195. Evgs. 427-6359.

BOAT: '67, 16 ft. fbgls, '68 55 hp. Evinrude, trail., navy top, curtains, compass, 12 gal. tank, extras, $1250. 735-6168.

For Sale

TRAVEL TRAILER: 17 ft., '69 Swinger self-contained, sleeps six, shower, batt. pack w/charrer, spare, hitch w/anti-sway bars, $1850. 588-4140.

ANSWERING MACH.: Auto. telephone ans./rec. mach., $195. 334-1294.

SNOW TIRES: Two 825x14, w-w, tubeless, guar., $40. 281-6686.

VW: '68 Bus, new eng. & clutch, ask. $895. 588-9626.

MINIBIKE: Chiefton, 3½ hp. Briggs/Stratton Mercury clutch, $75, ask. 588-9626.

FORD: '68 Fairlane 500, a/c, 302 V8, pwr. steer., auto. trans., r&h., new snows, $900. 928-2256.

BOAT: '67 Glasspar, 16 ft., 65 hp. Evinrude '68, full canv., 1,200 lb. tee-nee tilt trailer, 18 gal. built-in tank, life jack., ladd., xtras, $1,100. 475-6846.

MISC.: Gold wrought-iron wall console & mirror, $35; wood framed mirror 30/36, $30; att. mahog. telephone table & chair, $40. After 4 p.m. CH 9-4252.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.

Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

HOUSE: So. of Pant 5, 3 bedrm., eat-in-kitch., din. rm., liv. rm. w/firepl., fin. basement., oversized lot, low taxes, $39,500. 781-5170.

PONTIAC: '67, 2 dr. hdtp., p/s, p/b, r&h, auto trans., cordova tp., ints., rear spkr., w/wash, sec. own., $875. 757-0617.

TENT: Terrace, 10x10, Morsans best, 8 ft. high waterpr. vinyl fl., inc. poles, bags, stakes, used 6 times, $100. 289-2738.

HOUSE: North Babylon, ½ acre, 3 or 4 bedrms., trees, patios, pann. den, carpet., appli., principals only. $36,000. 587-5712.

IMPALA: '63 2 dr. hdtp., auto. trans., pwr. steer., 283 V8, $175. JU 1-1573.

HOUSE: West Babylon, L ranch, cust. built, 3 bedrms., fin. basemnt., 2 zone, o.h.w. heat, w/w, 80x100 fenced patio, s/s, 18 ft. pool above grnd., low taxes, low $30,000's. MO 9-2892.

IMPALA: '71 custom, air cond., p/s, p/b, am, low mi., snows mtd., 798-2786.

FREEZER: United 'Harvest Queens', 18 cu. ft., $250. 928-1043.

ACCORDIAN: 120 base, Frontalini, full size, grey pearl fin., CH 9-2842, after 5 p.m.

FIREPLACE TOOLS: 4 pieces w/stand, brass, never used, $20. 473-0889.

VALIANT: '67, 4 dr., auto. trans., p/s, new shocks, nds. eng. work, orig. owner, best offer, HA 3-4056.

DNG. ROOM SET: Winut., table 44 in. round, opens to 68 in., oval Formica top, six leater chair seats, breakfront. After 12 noon. WA 1-3299.

IMPALA: '69 custom, 2 dr. hdtop., 4 new tires, radiator, brakes, 4 new shocks, tune-up, 34,000 mi., r/h, $1595. 888-8794.

MERCURY: '68 Comet, auto., r/h, low mil, $600. 694-3652.

RIVIERA: '67, all power, tilt wheel, snows, $450. After 6 pm. (212) 672-2952.

PUPPIES: St Bernard, AKC regist., champ. bloodline, males & ffem., smooth & rough coats. MA 6-2825.

TIRES: F 78-15 W/W, 2 mounted on Rambler wheels, $20 ea.; 7:75-15 snow on Rambler wheel, $15. MA 6-2825.

LVG. ROOM FURN.: Couch, chair, end tables, lamps, wall mirror. PE 1-2318.

BOAT: '66 Mfg. 14 ft., 33 hp Evinrude twin-ski, 2-6 gal. elec. start, controls, lounge seats, wrap-around windshield, navy top, side curtains, '69 Holzclaw tilt trailer w/bulldog jack, 12 in, wheels, full vinyl winter cover. 567-0323.

SAX: Buescher ato, good for begin., case, strap & mouthpiece, fair cond., $65. 567-0323.

For Sale

LAPSTRAKE: 15 ft., 35 hp Evinrude outbd. gator tilt trail., $350. AN 1-2230.

SNOW BLOWER: Ariens 5 hp hvy. duty unit w/24 in. snow-thro attach, $180. 842-5709.

BOAT: '68 Sportcraft 19 ft. w/65 hp Evinrude, '72 Dilly trailer, comp. equip., many extras, Ask. $2,000. After 6 p.m. 724-0234.

TIRES: (4) 800 x 14, (3) w/wheels, (1) new, $35. CH 9-1569.

HOUSE: N. Babylon, lge. custom cape, 4 bdrms, 2 full bath, lvg. room, lge. kit., fin. bsmt., self-clean range, $33,900. MO 1-5370.

CUTLASS: '67 Supreme, 2-dr. sed., V-8 330 cu. 320 hp, 3 spd. sychro. tacho., p.c., new batt., orig. own. 265-2001.

PLYMOUTH: '70 Roadrunner, am/fm, 383 cu. in., p/s, torque flite trans., suspension, buckets, console, tinted glass, tach., $1700. After 6 p.m. 538-1378.

FORD: '64 Falcon, 2-dr. hdtop., needs work after 5 p.m. 669-2587.

PUPPIES: Collie, AKC reg. champion lines, selected breeding, mahog. sable & white, tri-colors, male & fem., eye checks, shots & wormed. 541-7719.

FISH TANK EQUIP.: 6 pumps & filter, 3 tanks & thermo., 4 hoods & heater, 2 breeding traps, $35 for all. 921-8265.

LAND: Waterfront (Staten Is. Sound Arthur Kill U.S. Pier & Bulkhead location, industrial-M-3 zoning, 4 to 10 acres, principals only. 938-6140.

VAN: '62 Ford, '67 motor & tras, side doors, parkway windows, new tires, $500. 928-5622.

VW: '67, new tires, 2 reg., 2 reg., snows, $550. 473-6379.

VW: '71 Super beetle, 30,000 mi. After 5 p.m. IV 9-2463.

BUICK: '61, all power, new batt. & brakes, $125. 732-3059.

AIR COMPRESSOR: Sears, 125 PSI Twin cyl, 3 hp, 220 volt single phase, '72 mod, make offer. 298-8755.

BUICK: '68 Le Sabre, 4 dr hd. top, vinyl roof, auto, pwr. steer, r/h, $1100. After 7 p.m. MO 5-3129.

BEDROOM SET: 9 piece, dbl. bed, blond mahog, $175. After 7 p.m. MO 5-3129.

WOODS: Wilson reg., 1-2-3-4, good starter set. $25. Brian, Ext. 3293.

DUSTER: '71, stnd. 6, many ex. Reasonable 666-9370 or 581-0403.

FORD: '65 Galaxie 500, 289 auto, p/s, new brakes, tires, $350. Call 10 am - 3 pm 931-0648.

VW: '70 Bug, tan, new tires. muff., ski rack, $1,175. Evgs. 728-2772.

GTO: '68, 4-spd., mounted snows. 924-3055.

MISC.: Crib, natural wood finish (Birch), matt. inclu., ask. $30; baby scale to 24 lbs. & rester; woman's winter boots (short), size 6. Best offer. 751-0845.

GOLF CLUBS: 2 sets, Spalding dble. Eagle, alum. shafts wood No. 1, 3, & 4; irons No. 2 thru 9; pitching wedge & sand wedge, 3 yrs. old. $75 per set. 751-5066.

OUTBD.: '72 4 hp Mercury, long shaft, F-N-R gears, still under warranty, $225. LI 1-5407.

HOUSE: Miller Place, 200 ft. x 100 ft., 4 bdrm., lvg. rm. w/fireplace, dng. rm., 2 full bath, kit., breezeway, dble. gar., full bsmt., refrig., stove, extras. $39,000. After 5 p.m. 744-3524.

PORT. POWER PLANT: Elec, 2,000 watts, $175. AN 5-4940.

HOUSE: Plainedge, Cape Cod, 5 rms. dwn., 3½ up, 2 baths, 2 car gar., 3 zone h.w., mother/daught. arrange., fin. basemt., all major appli., $49,990. PE 1-8128, after 5 p.m.

For Sale

TABLE: Solid Cherrywood, gate-leg, drop leaf, expands to 96 in. w/leaves, seats 12, spool type legs, custom pads. After 5 p.m. 589-9252.

CHRYSLER: '56, 354 Hemidual quads solid lifters & cam 90% restored, 4 new tires, chrome wire wheels, all power. Ask. $500. 744-6788.

DACHSHUNDS: 3 males. blk & brwn., AKC pedigree, $75 ea. After 5 pm HA 3-5994.

TRAILER: Travel, '72 Trotwood, 22 ft. Ask. $3200. 286-0201.

TIRES: 2 Goodyear custom wide tread F 70-14 belted, $10 ea. SU 1-5730.

BOAT: '66 Jersey skiff, 28 ft. fly bridge, radio, depth find., Chrysler motor. $4000. After 5 p.m. 781-7696.

CAMERA: Mamiya C 330 professional, 2.8, 80 mm lens, $175. After 6 p.m. 367-3142.

CARB.: Holly 3 brll., 950 cfm, for street or track, $60. 931-5771.

TYPEWRITER: Port. Olympia w/carry case, $25. PY 8-4322.

HOUSE: Huntington south, 10 rm. col., fam. rm. w/ fireplace, dble. gar., S. D. #13, near pkways, Ask. $48,500. 549-5332.

CHARGER: '68, 318 cu. in., gold w/blk. vinyl tp., new tires/brakes/batt., $1,350 firm. 744-7087, after 5 p.m.

SNOWMOBILE: '70 Ski-doo, w/cover and 2-man caboose, $450. Bud, Ext. 57-647.

BEDRM.: Coln. dress. w/mirr., chest of draw., $90. 822-1088.

HOUSE: Cape Cod, 4 bedrms., 2 baths, full basemt., att. gar., w/w, fence, new stove & refrig., nr. schools, immed. occup., $35,000. 587-1652.

HOUSE: Oakdale, 3 bedrm. ranch., den. lg. kitch., 1½ baths, fin. basemt., w/bar, appli., fenced yds., ask. $35,000. 589-8738.

MISC.: Fish tanks, fully equip., $10 & up; bikes, boys and girls, $10 to $15. 731-5279.

CAMPER: '69 Apache Ramada, sleeps 8, 21 ft. open, 13 ft. closed, stove, sink, ice box, many xtras. 581-4501. $1,450.

HOUSE: Plainview (Bethpage taxes), lg. split level, 3 bedrms., new alum. sid., 2 baths, all new appli., w/w, panel. fam. rm., w/bar, sliding drs., sun deck, 2½ car gar., fire alarm, $51,000. 822-1025.

BOAT: 12 ft. fbgl., fish well, trailer w/tilt bed, 7 hp. outbd., remote gas tank, 2 yrs., $425. CH 9-4007.

PROPERTY: 110 acres. hunting camp, Livingston Manor. (For infor.) (914) 434-7650.

SAAB: '72 V-4, Pirelli radials, tint glass, roof rack, vacuum assist brakes, $1725. After 6 p.m. 586-8129.

BAYLINER: '72, 19 ft. x 2 in. w/trail., 130 Volvo I/O, extinguish, curtains, jackets & canvas top, only 15-20 hrs. on motor, $4,000 firm. 981-0098.

VW: '68 Squareback wagon, needs work, $600. 293-9585.

HOUSE: W. Farmingdale, 7 rm. brick cape, ½ dormer, fireplace, paneled dng. rm., laundry rm., screened patio, s/s, detached brick gar., o.h., cast iron boiler. 249-0922.

MISC. PARTS: Karman-Ghia & VW. MO 9-8928.

BOAT: 10 ft. alum., 5 hp eng, $95. After 6 p.m. 581-4019.

CHEVY WAGON: '63 Nova, 62,000 mi., $120. OV 1-4412.

HOUSE: N. Babylon, wide-line, hi-ranch, 4 bdrm., lge. playroom, 2 full baths, gar., 100x100, fenced, 6 yrs. old, $40,000. After 5 p.m. 587-2775.

LINCOLN: '66 Continental, 4-dr., all power, $650. LI 1-6365.

HOUSE: W. Sayville, ranch, 3-bdrm., full bsmt., s/s, ¼ acre, att. gar., fenced, low taxes, patio (treed), $31,800. 567-0860.

HOUSE: Massapequa, Nassau Shores, lge. custom designed & built, 3-bdrm., 2 full lbaths, formal dng. rm., fireplace, eat-in-kit., pan. den, w/w, s/s, basebd. heat., appl., extras, Ask. $47,500. PY 9-6868.

BOAT: 20 ft. v-bottom Garvey, fbgls. & wood, 100 hp. eng., 2 yrs. old, 20 gal. tank, 1 yr. old, casting platform, 2 hatch covers & canvas brass hdware. After: 5 p.m. 598-3948.

CAPE COD: 4 bdrm., fin. bsmt., encl. porch, Hampton Bays, $28,500. 728-4154.

MICROSCOPE: Nikon binocular, 4-yrs., four objectives 4, 10, 40, 100x, $375. SU 1-2202.

GAS TANKS: Outboard, 12 gal. cap., ask. $20. 584-7348.

OLDS: '63 88 sed., $500. PE 5-3979.

For Sale

HOUSE: West Babylon, legal 1½ (mother-daught.), 9 rms., 4 rm. fin. basement., 2 baths, 3 complete kitch. w/priv. entr., w/w, gar., lg. shed, Indspd., fenced., $40,000. MO 1-0355.

HOUSE: Lakeland, Ronkonkoma, ranch, 3 bdrms., eat-in kitch., den, liv. rm., full basemt., 1 bath, 1/3 acre, treed plot fenced, w/w, appli., low taxes, many extras, $32,000. 585-0471.

HOUSE: Commack, colonial, brick/cedar front, 8 rms., 4 bdrms., lg. eat-in kitch., sep. din. rm., 2½ baths, 2 car gar., lg. patio, full basemt., ¼ plus acre, corner/fully landspd, w/w, s/s, bsbd. heat., wash., dryer, dishwash., $44,000. 543-0895.

HOUSE: Farmingdale, split, 3 bedrms., 1½ baths, gar., 20x20 fin. den, w/w, low taxes, high $30's. 293-1839.

HOUSE: Bethpage area, 5 rm. cape cod, gar., w/w, plaster walls, full basemt., ohw., refrig., dishwash., stove, encl. fla. rm., patio, s/s, new roof, 100x100. WE 1-7695.

HOUSE: West Sayville, 4 bdrm. house, 2 baths, lg. liv. rm., din. rm. w/ firepl., kitch. w/all appli., gar., patio w/all appli., gar., patio w/grill, nr water, 63x250. 589-2303.

HOUSE: Ronkonokma, colonial, 3 bdrms., 1½ baths, eat-in kitch., fin. basemt., w/w, s/s, fenced, 21 ft. above grd. pool w/deck, nr. LIE, $32,000. 585-3805.

HOUSE: Centereach, 3 bdrms., cntr. hall ranch, 3 yrs., ¼ acre, Indscpd., lg. cathedral ceil., liv. rm., den, kitch., 1½ baths, gar., w/w, s/s, all appli., patio, dead-end st., ask. mid $30,000. 473-7703, after 3:30 p.m.

HOUSE: Strathmore ranch, 3 bdrms., 2 baths, pnlld. den w/firepll., 2 car gar., 5 appli., intercom, many xtras., $37,500. 473-6740.

BUNGALOW: Ferndale, N.Y., 2 bdrm., bath., kitch., screen. porch, furnish., all utilities, 40x100, priv. lake, PY 6-3887, after 6 pm.

HOUSE: Selden, 3 bdrm., cape, liv. rm., din., brfst. rm., heated porch, basemt., gar., 50x160, $24,500. 732-0354.

HOUSE: Lake Grove, 3 yr., 4 bdrm., colonial, 24 ft. cntr. hall, 2½ baths, laundry rm., 2 car gar., fenced patio, wood., Indscpd, full basemt., 1/3 acre, 7% motr. 588-6366.

WASHER-DRYER: Kenmore, both for $125 or best offer. 757-1733.

BOAT: '69 Sportcraft fbgl. cab. cruiser, 27 ft., twin 160 hp Mercruisers, depth finder, spotlit., am radio, sniffer, synch., comp., dinette, sink w/fresh water., stove, icebox, head w/hold. tank., bow/stern rails, outrigg., sleeps 4, $7,500. 421-5589.

PIANO: Baby Grand, inc. delivery, $375. 888-7949.

SKIS: Hart Holiday, 185cm, cupo bind., $60; boots, size 6&9, $15 ea. 333-0645.

SANDER: Sears, straight or orbital, $20. OR 6-7256.

IMPALA: '60 conv., white, auto. trans., pwr. steer/ bks., new shks., bks., seat covers, rebuilt trans., $275. 751-0737.

MISC.: Dining Set; antiq. mahog., drop-leaf tbl. on ped. w/4 chrs./pads, $200; match. antiq. buffet, $175; corner cab., $100; Area rugs, 4x4, 6x8, $25; Spkrs., two 12 in. biaxial base-reflex in encl., $40; Ski Equip.; lace boots, ladies size 8-8½N, $10; men's 12 Med., $10; 2 pr. wood skis, 180cm & 205cm, $15 ea. 924-4616.

THUNDERBIRD: '66 Landau, all pwr., a/c, $650. MO 5-7613.

MISC.: Grindstone, sharp. wheel, antiq., $45; stroller, $10; pool pump, $10; '70 Maverick, 6 cyl., $1,200; boy's bike, $15. 796-5872.

DESK: Slant tp., gen. mahog., 4 draw., 42x36x20, $150. 264-1737.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

MERLE B. EDGAR of Tool Control, Plant 2, died February 19 at the age of 62. He had been with Grumman for 30 years and lived at 563 Peters Blvd., Brightwaters.

ANDREW BUFALO, who worked in Instrumentation Planning, Plant 1, died February 25 at 49 years of age. He had been with Grumman nearly 21 years and lived at 112 Ruland Rd., Melville.

For Sale

CAPRICE: '72, 2 dr. sedan w/blk. vinyl tp., all pwr., am/fm w/front & rear spkrs., tint. glass, $2,900. 588-4378.

TIRES: F70x14, 3 used bias-belt. Firestone sup-r-belts, 2 fbgl. belts, 2 poly. belts, 2 poly. plies, $10 ea. PY 6-1108.

TRAILER: '71 Lancer, 17 ft., self-contain., shower, hot water, awning, sp. tire, hitch, brk. control, $2,400. 888-4662, after 4:30 p.m.

PONY CART: With harnesses, $100. 862-8026.

VW: '69 sedan, auto. stick-shifft, am/fm stereo, $999. 352-8004, after 8 p.m.

JAVELIN: '71, 6 cyl., 3 spd. syncro., 30,000 mi. $1,500. 567-0342.

HOUSE: Massapequa. Cape Cod, corner lot, brick front, alum. sid., 80x100, 4 bdrm., 1½ bath, fin. attic & bsmt., steam heat, gar. screened porch, dish wash., wash mach., piano, humidifier, school near. $37,500. PY 8-7207.

BOAT: 39 ft. Lobsterman, twin, FWC, 135 hp diesel eng., hyd. hauler, s/s & depth record., teak decks, cabin w/head & bunks. 864-7165.

SPEAKERS: (2), Wharfdake W 90, oiled walnut cab., $100 ea. 289-4863.

MUSTANG: '67 GT, V-8, 4 spd, wide oval, vinyl. new brakes & heater, $850. Evgs. 759-9549.

MOBILE HOME: 12 ft. x 65 ft., 5 rms., skirt, in park, 2 yrs. old furn. 727-8192.

BUICK: '69 GS350 California, 2 dr. sedan, w/w, all power, 8 cyl., r&h, auto, Ask $1300. 585-7987.

LE MANS: '64, conv., $150. PY 8-0083.

MISC. FURN.: Regency mahog. dng. table, seats 12, $65; sofa table, loveseat size, inlay, $65; antique lamp table, wal. fin. $30; mahog. chair w/arms, inlaid needle pt. seat, $38. 757-2406.

CORVETTE: '67, firemist br., low mil, immaculate, side pipes, am/fm, 427-390 hy, auto., $2450. 669-7513 or 661-1047.

PICK UP: '66 Dodge, Ask. $900 or best offer. 286-0338.

FURN: Solid Birch, maple fin. chest on chest, single bed w/spring & matt., $65. AN 1-8986.

HOUSE: Huntington South, 10 room col., fam. room w/firepl., S.D. #13, late spring occup. Ask $48,500. 549-5332.

DODGE: '71 Dart, 2-dr. hd. top, 6 cyl, 3 spd. stnd. shift, r/h, new clutch, muffler, 2 tires, ask. $1695. 751-1327.

MOBILE HOME: '71, 12 x 65, 2 bdrm, w/w, central air cond., shirt, shed, unfurn, Riverhead, $10,500. After 5 p.m. 727-3131.

COINS: $20 gold pieces, misc., late proof & uncircul. sets, silver qts. & dimes. After 5 p.m. 266-6739.

HOUSE: Centerport/Little Neck, comp. redecor. brick tradit., 3-4 bdrms., 2 bath, lvg. rm. w/fireplace, lib., dng. rm., eat-in-kit., new carpet, all appl., immed. occup., pvt. road w/ prime acre of rhododendrom, laurel & woods. $62,900. 757-7910.

VW: '67 bug, red, sun roof, 12 volt, new shocks, coil, fuel pump, brakes, batt., needs 2 tires, $650 firm. 546-5407.

MUSTANG: '66 conv., 6 cyl., 3 spd. auto., pwr. steer., console & bkt. seats. 249-0246.

TIRES: 2 snows, 775-14, blk. Ny + 1 Goodyear, 3 mo. w/rims, $24. NE 4-3208.

SLOOP: Alacrity 18½ ft., fbgls., twin keel, sleeps 3, outbd. aux., elec. lgts., 2 jibs, stove, $2300. OV 1-4831.

COAT: Blk. cloth w/ Persian lamb trim on coll. & pock., 15-16, $40. 884-5164.

DODGE: '70 Polara wag., all power, auto trans., 383 eng., am/fm, roof rack, $1695. 277-3829.

WASHER: Hoover port., harvest gold w/wood grain cover, 2 yrs., $125. WE 5-3179.

HOUSE: W. Babyloin, custom blt., 3 bdrm. ((L" ranch, gar., lvg. rm., dng. rm., fin. bsmt., 2 zone heat, w/w, s/s patio, o.h.w., fenced 18 ft. pool, 80 x 100, low 30's. MO 9-2892.

TOYOTA: '69 Sprinter, 2-dr., yell. & blk., r&h., std. shift, ask. $1100. Wkends. 826-3400/826-3422.

DODGE: '65 Coronet 440, 2-dr. hd. top, 318 eng, auto trans., pwr. steer, new tires & snows, $300. 698-0910.

MISC.: Dinnette set, formica w/4 chairs, recent. upholst., $50; 13 in. hedge trimmer, $10; Polaroid #210, color/blk. & whte. 3x5 prints, $25. 587-4307.

VW CAMPMOBILE: '71, white, pop-up, 19,200 mi., new tent, $2,900. WE 8-3175, after 4 p.m.

HOUSE: Farmingdale, 4 bdrms., 2 baths, liv. rm, dn. rm., w/w, blinds, appli., nr. golf, walk to rr., immedi. occup., off Melville Rd., $38,000. 249-7632.

For Sale

FURNITURE: Bdrm. hd. rock maple, honey fin., chest, dress., mirr., $80; sm. boudoir rocker, $20; lg. ebony cocktail/coff. tbl. & corner tbl., $20 ea.; ebony/grey end tbl. lamp, $10; mod. pull-down chandelier, $10; child's stroller, $15. 368-7262.

HOUSE: Syosset no., 3 bdrm., ranch, moderate price, no brokers. 741-2191.

DINGHY: 10 ft. Atlantic, fbgl., '67, anchor, oars, '67 Chrysler 9.2 hp otbd., $250. LI 1-6466.

OVEN: Tappan wall, coppertone, gas fired, $50. PI 2-3479.

T-BIRD: '69 2 dr. landau, full pwr., new snows, some body work nd., $1,750. 757-6445.

STORMS/SCREENS: Approx. 20, ask. $20 or best offer. 884-7153.

BOAT: 17 ft. custom blt. cabin, '70 Mercury 50 hp. outbd., '70 Tee-Nee #1400 trail., extras, $1,600. CH 9-6944.

OLDS: '68 Cutlass, auto. trans, pwr. steer, deluxe int. blue, $1,200. 212 LA 5-3944, after 6 p.m.

TBLS.: 2 end tbls., coffee tbl. mod., mahog. w/ inserts, 2 lamps w/new shades, $60. BR 3-4033.

HOUSE: Merrick, cape, fin. basement., din. rm., gar., new w/w, appli., s/s, many extras, $35,900. 378-5612.

END TBL.: Ital. prov., fruitwood, $12; tricycle, 12 in. GE 3-9221.

LE MANS: '68, orig. own., auto. trans., pwr. steer., new tires, new exhaust syst., 60,000 mi. 261-6476.

BOOKS: Three (3) on computer programming & info. systems. $14. 671-3863.

HOUSE: West Islip, 4 bdrm., 1½ baths, form. din. rm., eat-in-kitch., panel. rec. room w/bar, utility rm., air cond., w/w, lg. patio, screen. porch, att. gar., appli., Indscpd., $35,000. MO 9-9208.

ENCYCLOPEDIA: World Bk. "childcraft," 15 vols., $55. 543-2423.

VW: '65 w/53 hp. 4 new tires, oil/temp. gauges, new '67 seats, $400. JU 1-3125.

HAM EQUIP.: Hallicrafter SX-111 Mark-1 receiv. w/ Hallicrafter HT-37 transmitter/exciter 10, 15, 20, 40, 80 meters, solid state rectifier, ex., formerly W.B.2.Q.F.V., $275. After 5 p.m. MO 9-9020.

HOUSE: W. Farming., ranch, ¼ acre, 3 bdrm., 2 baths, 24 ft. lvg.-dng. rm., 5 ft. fireplace, w/w, slate foyer, patio, fence. CH 9-2873.

SAILBOAT: 14 ft. Bluejay, wood, dacron sails, spinnaker, mooring cover, $600; trailer, $100. HA 7-2102.

ROADRUNNER: '69, 383 cu. in., 4 spd., radio, new tires, paint, tach, alarm, 43,000 mi. $1500. (212) IN 3-7473.

JAVELIN: '71, 6 cyl., 3-spd. syncro., 30,000 mi., $1500. 567-0342.

SHOTGUN: Savage 16 gauge, 3 shot, bolt action, bolt action repeat. w/adj. choke, never used, $55. 751-1256.

ORGAN: Antique pump, ask. $300. After 6 p.m., 888-7949.

FIAT: '71 124 Spider conv., dk. blue, tan int., mags, lugg. & ski rack, am/fm, 28 k miles, Pinelli tires, $2600. 747-4072.

GRAND PRIX: '63, auo., bks./console, all power, blue w/blue in., $300. After 5 p.m. 661-5791.

OLDS: '60, 2-dr., all power, auto, $175. After 6 p.m. MO 5-5439.

VW BUS: '69, 7 pass., 2 roof rack, radio, mounted snows, $1595. 273-6411.

ROADRUNNER: '72, 400 c.i., 4-spd., 355 fac. posi. trac., bkt. seats, low mi. $2350. MO 9-4278.

TEMPEST: '69 cus. auto., 350 cu. in. V-8, 4-dr. sedan, class II trailer hitch new, 4 new Sears super heavy duty shocks inclu., not install, $1299, firm. 757-8362.

BATTERY: Sears Die Hard w. guar, 3 mo., part #4310, $25. 585-5377.

HAM GEAR: Heath HW-16 CW transceiver, ex. novice rig, $90. 751-1256.

HOUSE: Amityville, 2 bdrm., col., 1½ bath, dng. rm., full bsmt, dbl. gar, $30,500. 264-0872.

RIMS: Three J-70-15, '71 Ply. wagon, $15. After 6 p.m. 796-6159.

MUSTANG: '69 Mach I, all power, auto trans, 13,000 mi, $1800. After 6 p.m. 281-6435.

PONTIAC: '63 Tempest, conv., auto., all power, 2 speak., tape deck lock-mount, radio, new brakes, shocks, ball joints, starter, low mil, $285. IV 6-4930.

HEADERS: Dual tuned exhaust, fits big block Chevy's, $40. HA 7-0245.

CHEVELLE: '68 SS 396, 4-spd. Hurst head., FM stereo, tape, chrome wheels L-60's, tach., needs minor body wk, $950. After 4 p.m. 249-3849.

For Sale

TRAVEL TRAIL: '68 Apollo, 19 ft., self-cont., sway control hitch, break-away switch, batt. pack, gas-elec., refrig., 12 V. 110 V & gas lighting system, 3 burner range w/oven, ex. $2300. 667-4154.

STOVE: Well-built 4 burner bottled gas; Lady Kenmore washer, best offer. 724-2462.

PICK-UP: '6.. Ford. ½ ton. 6 cyl, 3spd., bkt. seats, radio. dla. plate bumper, new tires, clutch, low mil., $850. 271-9097.

MISC. EQUIP.: Richmond super 8 movie camera, $20; Polaroid #220 Camera elec. eye-flash att. w/carry case. $35; Sears Coldspot comb. air. cond. & heat., 110V thermos. controlled. 433-1180..

MOTORCYCLE: Norton Commando. '70, 750 cc, Dunstall exhaust, new tires, bars, $1000. 731-3764.

OPEL EQUIP.: 600-13 (165-13) two studded snow tires, $10 ea.; 600-13 (165-13) two w/w tires, $10 ea.; 4 rims (two mounted w. snows), $5 ea.; 4 hub caps, N/C; 4 w/w (600-13) poss. use for trade. N/C; 6 tires/4 rims/4 hub caps, $60. MO 7-5470.

TORO POWER HANDLE: 21 ft. mower attach., make offer. 226-7650.

CALENDAR of events

Notice of events for period Mar. 23-Apr. 12 should reach Plane News by **Wednesday, Apr. 4.**

American Institute of Aeronautics & Astronautics: Fri., March 16, 1973, 6 p.m., Leonard's, Great Neck, N. Y., local dinner meet., E. M. Lynch, Office of DDR&E, guest speak., "Future of Military Programs." open to outsiders, 531-2310.

Amateur Radio Club: Wed., March 21, 5 p.m., WA2LQO Radio Shack, roof Plt. 5, local, business/ operating prog., open to outsiders. Emmett Godman, Ext. 87125.

Ex-Service Men's Club: Esd., March 7, 7:30 p.m., Plt. 28 Auditorium, monthly meet., employees (Veterans) Al Kordula, Ext. 87259/84221. Vets Counselor avail. alt. Thurs., Ext. 2814.

Flying Club: Fri., March 9, 5 p.m., Plt. 28, film: "Lockheed L 1910-11," guest welcome.

Retiree Club: Wed., March 28, 1:30 pm., Holiday Manor, reg. monthly meet., no outsiders.

Soccer Club: March 11. Grumman vs Port Jefferson at Port Jefferson; May 12: Grumman vs West Point. Karl Hennkind, Ext. 3470.

American Institute of Industrial Engineers: Wed., March 14, 8 p.m., Rm. 210 Hofstra Univ. Student Center, Long Island Chap. AIIE, John Cosenza, GAC, guest speak., open to outsiders. A. Nelsen, Ext. 9743.

Society for the Advancement of Materials & Process Engineering: Tues., March 13, din., 6:30 p.m. (optional); meet., 7:45 p.m., Kings Grant Motor Inn, Exit 46 L.I.E., Plainview, Metro. N.Y. Chap., C5A - A Test Pilot's Viewpoint, Leo Sullivan, Locheed Corp., Marietta, Ga., guest speak, open. S. Westerback, L. Poveromo, Ext. 2725, 9155, 9502.

Ski Club: Wed., March 14, 8 p.m., Holiday Manor, Bethpage, open. Dink Carr, 333-5217 for membership info.

plane GRUMMAN news

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They help put words into deeds

In memory of former Grumman President Lew Evans, Plant 2 employees contributed a total of $1,000 to the American Heart Fund. Presentation of the check was made by McKinley Banks to Vice President Jack Rettaliata at the Holiday Manor on Tuesday, February 27 at 5:30 p.m.

Following the presentation, representatives from the nine major departments in the Equal Employment Opportunity Affirmative Action Program and 75 of the 96 coordinators in Long Island plants mingled at the first "get acquainted" session of the year.

The ODD (Opportunity Development Department) is managed by co-directors Jean Esquerre and Bill Voorheest. They are assisted by Fran Mill, Al Richardson, Vincent Fasanella, Vic Maiorana, and Ed Riley.

The plant coordinator's function is to:

- Make information such as personnel policies, personnel programs, opportunity development and community relations information available to employees.
- Listen and identify personnel problems.
- Urge employees to discuss problems with the employee's supervision.
- Refer and set up an appointment for the employee with the plant representative of Personnel Relations.
- Act as an antenna in reporting pertinent information concerning the well-being of all personnel and of the Company.

Since ODD's origin in July 1969, Jean Esquerre says "the staff has maintained its policy of seeing that all minority employee groups have a fair shake."

Getting together. It was scheduled as a get together for plant coordinators associated with the Affirmative Action Program at Grumman. It was just that—for the coordinators not only met each other, and those from the various operating departments they will be coming in contact with, they also got to meet three people who are kept pretty busy these days: Grumman Corporation President Jack Bierwirth, and Vice Chairman Bill Zarkowsky and President Joe Gavin from Grumman Aerospace. (Photos by Bob Settles)

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